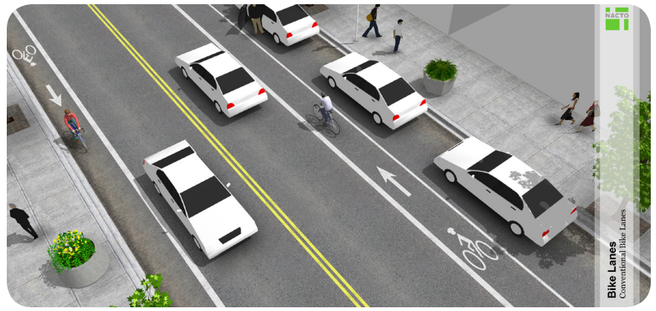
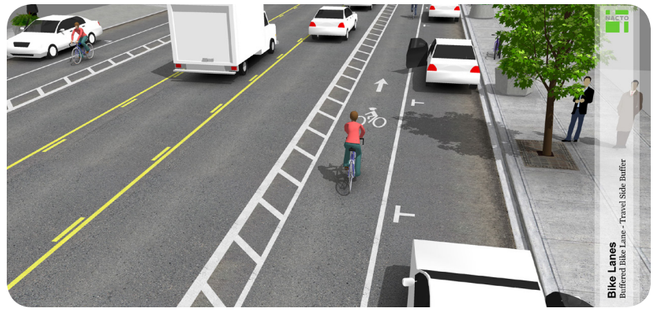
Potential Bicycle Treatment Types for the Uptown Urban Trails Connectivity Study

Bike Lanes



Conventional Bike Lanes

Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane. Bike lanes facilitate predictable behavior and movements between bicyclists and motorists.



Buffered Bike Lanes

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed per MUTCD guidelines for buffered preferential lanes. Provides greater shy distance between motor vehicles and bicyclists. Provides space for bicyclists to other bicyclists without encroaching into the adjacent motor vehicle travel lane.

Contra-Flow Bike Lanes

Contra-flow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. Contra-flow lanes are separated with yellow center lane striping. This design introduces new design challenges and may introduce additional conflict points as motorists may not expect on-coming bicyclists.

Left-Side Bike Lanes

Left-side bike lanes are conventional bike lanes placed on the left side of one-way streets or two-way median divided streets. Left-side bike lanes offer advantages along streets with heavy delivery or transit use, frequent parking turnover on the right side, or other potential conflicts that could be associated with right-side bicycle lanes. The reduced frequency of right-side door openings lowers dooring risk.

Cycle Tracks

One-Way Protected Cycle Tracks

One-way protected cycle tracks are bikeways that are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected cycle track may be combined with a parking lane or other barrier between the cycle track and the motor vehicle travel lane. Reduces risk of 'dooring' compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle.

Raised Cycle Tracks

Raised cycle tracks are bicycle facilities that are vertically separated from motor vehicle traffic. Many are paired with a furnishing zone between the cycle track and motor vehicle travel lane and/or pedestrian area. Raised cycle tracks may be at the level of the adjacent sidewalk, or set at an intermediate level between the roadway and sidewalk to segregate the cycle track from the pedestrian area.

Two-Way Cycle Tracks

Two-way cycle tracks are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. A two-way cycle track may be configured as a protected cycle track—at street level with a parking lane or other barrier between the cycle track and the motor vehicle travel lane—and/or as a raised cycle track to provide vertical separation from the adjacent motor vehicle lane.

Source: NACTO Urban Bikeway Design Guide, Second Edition